MUNI FACTS 1983-84

The San Francisco Municipal Railway, Muni, operates the city's transit system as part of the San Francisco Public Utilities Commission. Hetch Hetchy, another arm of the Commission, supplies all of Muni's electric vehicles with clean, energy-efficient, pollution-free, hydroelectric power. These electric trolley coaches, cable cars and LRVs make up the majority of Muni's fleet, which numbers over a thousand vehicles. Together with the diesel motor coaches, they comprise four unique transit modes serving San Franciscans.

With four different vehicle types, 79 separate routes, close to 4,000 employees and 5,000 transit stops, Muni has one of the highest per capita riderships in the United States. The facts and figures in this brochure cover the wide range of information characteristic of a truly diverse transportation system. We hope you find this publication useful.

San Francisco Municipal Railway

Organizational chart as of April 1985

MAYOR
Dianne Feinstein

PUBLIC UTILITIES COMMISSION

PRESIDENT, Louis Giraudo
VICE-PRESIDENT, H. Welton Flynn
COMMISSIONERS
Joseph Barletta, Nancy Lenvin, John Sanger

GENERAL MANAGER
Rudolf Nothenberg

MUNI

GENERAL MANAGER

DEPUTY GENERAL MANAGER
OPERATIONS
Paul Toliver

DEPUTY GENERAL MANAGER
EQUIPMENT MAINTENANCE
Ann Branston

DEPUTY GENERAL MANAGER
FACILITIES MAINTENANCE
& ENGINEERING
Edward Pearson

DIRECTOR OF PLANNING
Peter Straus

MANAGER OF SCHEDULES
& TRAFFIC

DIRECTOR OF SYSTEM SAFETY
Carl Barton

DIRECTOR OF COMMUNITY AFFAIRS
Jaimie Levin

PUC SUPPORT BUREAUS

DEPUTY GENERAL MANAGER
CHIEF ENGINEER
UTILITIES ENGINEERING BUREAU
Leo Jed

ASSISTANT GENERAL MANAGER
FINANCE BUREAU
Anson Moran

DIRECTOR
PLANNING & DEVELOPMENT
Douglas Wright

DIRECTOR
BUREAU OF MANAGEMENT
INFORMATION SYSTEMS
Hans Loffeld

DIRECTOR
BUREAU OF CLAIMS
LEGAL SERVICES
Mathea Falco

DIRECTOR
PERSONNEL & TRAINING
Andrea Gourdine

DIRECTOR
BUREAU SERVICES
Thomas Jordan

FINANCES

	FY 1983-84	% Total	FY 1982-83	% Total
Operating Expenditures	$173.0 million	100%	$167.6 million	100%
Operating Revenues				
Passenger Fares	$ 51.6 million	30%	$ 51.1 million	30%
Auxiliary Transportation	$ 1.4 million	*	$ 0.6 million	*
Miscellaneous Revenues	$ 2.1 million	1%	$ 2.6 million	2%
City General Fund	$ 69.3 million	40%	$ 74.5 million	45%
State/Local Subventions	$ 34.7 million	20%	$ 32.1 million	19%
Federal	$ 13.9 million	8%	$ 6.7 million	4%
Total	$173.0 million	100%	$167.6 million	100%
Total Capital Revenues	$ 72.6 million		$ 67.2 million**	

*Less than 1% **($21 million for new vehicles, $10 million for cable car reconstruction)

PERSONNEL

	FY 1983-84	FY 1982-83
Operators	1980	1964
Other Operating Staff	350	426
Maintenance (Facilities and Equipment)	1303	1192
Administrative	324	300
Total	3957	3882

ROUTES

Motor Coach	54
Trolley Coach	17
Cable Car	3
Light Rail	5
Transit Lines	79

ROUTE MILES
(Both Directions)

LRV (Metro)	41.1
Motor Coach	445.0
Trolley Coach	110.0
Cable Car	8.8
Total Route Miles	604.9

VEHICLES IN FLEET
(As of April 1985)

Motor Coaches	547
Trolley Coaches	345
Cable Cars	40
Light Rail Vehicles	130
PCC and Historic Streetcars	55
Total	1117

SERVICE AND RIDERSHIP

	FY 1983-84	FY 1982-83
Transit Stops	5000+	5000+
Annual Hours of Service	2.9 million	2.9 million*
Annual Service Miles	25.2 million	26.0 million*
Scheduled Peak Hour Vehicles	743	767*
Ridership (boardings)		
Annual	313.1 million	297.8 million*
Average Weekday	973,800	981,000*
Service Area	49 square miles	49 square miles
Per Capita Ridership**	440.5	451.9

*Not including cable cars; cable car service was discontinued from September 22, 1982 until June 1984 for reconstruction.
**Per capita ridership = annual ridership divided by population

OPERATIONS

Cables	4 (California, Powell, Hyde and Mason)
Cable Car Barn Motors	4
Horsepower of Motors	510
Sheaves (winder wheels)	8
Total Cable Length all Lines	56,500 feet
Total Track Length all Lines	22,977 feet
Maximum Scheduled Cars*	26
Diameter of Cable	1 5/16 inches
Gauge of Track	3 feet 6 inches
Average Cable Life	110-300 days

*operating during peak service hours

RECONSTRUCTION

Reconstruction Time	20 months (Sept. 1982-June 1984)
APPROXIMATE COSTS	
Total Reconstruction (facilities and track):	$60 million
Car Barn Restoration	$18 million
Vehicle Rehabilitation	$ 4 million
MATERIALS EMPLOYED	
Concrete	23,000 cubic yards
Structural Steel	600 tons
Car Barn Bricks	17,000
Slot Rail	400 tons
Running Rail	107,382 feet

VEHICLE PROFILES

LRV

Metro's LRVs (Light Rail Vehicles) can run in either high-speed subway trains (of up to four vehicles) or as single and coupled cars out on the street. Such versatility is made possible by several design features: the overhead electric power source, out of the way of traffic and pedestrians; the high/low steps which can lower from subway to street level; the cabs at each end, allowing the LRV to change directions without a track loop; the center hinge (articulation) permitting the 71′ vehicle to turn tight corners; and the Market Street subway, where LRVs enjoy an exclusive right of way.

TROLLEY COACH

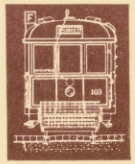
Muni's trolley coaches shoulder some of the heaviest passenger loads in San Francisco. For power, poles extend from the trolley's roof to overhead wires, charged with 600 volts of D.C. electricity. These coaches are virtually pollution and noise-free, and remain one of the system's most reliable vehicles.

CABLE CAR

Unique to San Francisco, the city's cable cars negotiate steep hills, with grades of up to 18%, more easily than any vehicle in Muni's fleet. The cars move by gripping an underground cable that runs at a constant speed of 9½ mph. Four 510-horsepower motors drive the cables from the Washington/Mason powerhouse and car barn. Muni recently completed a full-scale reconstruction of the century-old cable system.

DIESEL COACH

Muni maintains a large fleet of diesel coaches. Unrestricted by rail or overhead power lines, the diesel's flexibility enables it to work almost any route in the city. Since the spring of 1984, 280 brand new diesels have served San Francisco to accommodate an expanding ridership. Among them are 100 "artics" (articulated coaches), which measure 60′ long and carry 35% more passengers than the standard 40′ models.



HISTORIC STREETCAR

Muni takes pride in its fleet of historic streetcars, one of them our very first vehicle — Car 1 — which dates back to 1912. Occasionally, these vintage cars offer rides into the past as regular service vehicles along Market Street. They are always available for charter.

FLEET

As of April 1985

TYPE	BUILDER	ROSTER	YEAR RECEIVED	COST PER VEHICLE	LENGTH	POWER	SEATS
Motor Coach	Flxible	1	1969	$ 36,965	40′	Diesel	48
	General Motors	168	1969	$ 38,500	40′	Diesel	48
	American Motors	98	1975	$ 59,100	35′	Diesel	40
	Flyer	180	1984	$144,000	40′	Diesel	40
	M.A.N.	100	1984	$211,000	60′	Diesel	57
Trolley coach	Flyer	345	1976	$ 74,000	40′	Electric	50
LRV	Boeing/1200's	100	1978	$371,200	71′	Electric	68
	Boeing/1300's	30	1983-84	$734,000	71′	Electric	52
Cable Car	Hammond	12	1944	$ 5,600	30′3″	Electric	29
	Mahoney, Carter, Muni, F & CH Ry	28	1952	$ 11,100	27′7″	Electric	34
Car 1	Holman	1	1912	$ 7,700	47′11″	Electric	50
Car 130	Bethlehem Steel	1	1914	—	47′11″	Electric	50
PCC and Historic Streetcar	Various	55	Various	Various	Various	Electric	—

MILESTONES
1912-1984
MUNICIPAL RAILWAY

1900 City Charter calls for public ownership of utilities.
1911 City buys Geary Street Railroad Company for $2 million.
1912 Opening of Municipal Railway.
1913 City acquires Presidio and Ferries Railroad Company's Union Street Line.
1916 System expanded to 197 cars and 43 miles of track.
1917 J line opens on Church Street.
1918 Twin Peaks tunnel completed.
1918 K Line in operation from Ferry to Sloat Boulevard via Twin Peaks Tunnel.
1923 L line via Taraval in operation—Ferries to Ocean Beach.
1925 M line shuttle begins to Ocean View.
1928 Sunset Tunnel completed.
1928 N line opens via Judah and Sunset Tunnel.
1939 Streetcar service to Transbay Transit Terminal commences.
1941 First Municipal Railway trolley coach line (R) operates on Howard Street.
1944 City buys Market Street Railway Company for $7,500,000. First Muni fare increase from 5¢ to 7¢.

1947 E Union Street line is first in series of postwar conversions from streetcar to trolley coach.
1947 $20,000,000 modernization bond issue passes with emphasis on conversion to trolley coaches.
1952 Complete City ownership of all transit lines with purchase of California Street Cable Railroad Company.
1957 Major conversion begins of two-man streetcars to one-man PCC car operation with leased cars from St. Louis, MO., completed in 1958.
1967 BART-Municipal Railway subway construction under Market Street begins.
1976 Trolley coach fleet replacement program begins (345 new coaches by 1977).
1979 Muni plans conversion to modified grid system. Phase I: 16 route changes.
1979 First LRV operation on Ocean Avenue.
1980 Muni Metro opens with N Judah line operation.
1982 Cable car service shut down for rebuilding.
1982 Grid system Phase II: 25 routes changed (largest change in Muni history).
1982 $31 million UMTA (federal) grant received for new coaches. City authorizes $21 million for new coaches.
1982 Metro 7-day operation begins; PCC cars retired and stored.
1983 Historic Trolley Festival operates on Market Street.
1983 Grid system Phase III: 15 routes changed.
1984 New Fleet of Flyer diesel coaches arrives.
1984 Renovated cable car system begins service.
1984 New fleet of M.A.N. articulated motor coaches arrives.

IMPROVEMENTS UNDER WAY OR FUNDED 4/30/85

- Design of Embarcadero turnaround.
- Extension of J Church from 30th and Church to Balboa Park.
- New bus storage facility at Harrison Street for articulated motor coaches.
- Operator restrooms.
- Control Center communications improvements.
- Rehabilitation of Forest Hill Metro Station.
- Construction of wheelchair loading platforms.
- Market Street overhead wire reconstruction.
- Trolley coach auxiliary propulsion units.
- Transit information signs.

PROPOSED IMPROVEMENTS

- Extension of Metro on surface from Embarcadero station to CalTrans/SP Depot.
- E line Embarcadero streetcar from Fort Mason to CalTrans/SP Depot.
- F line Market Street streetcar from Civic Center to the Embarcadero.
- Installation of transit stop shelters.

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